Hon. T. A. Crerar,
United Grain Growers,
Winnipeg, Man.

THE

U.F.A.

OFFICIAL ORGAN OF
THE UNITED FARMERS OF ALBERTA :: THE ALBERTA WHEAT POOL
AND OTHER PROVINCIAL MARKETING POOLS

Vol. VII | CALGARY, ALBERTA, FEBRUARY 23rd, 1928 | No. 4

Assembly Unanimously Rejects Offers for Alberta's Northern Railways

Staff Correspondence

Why Every Farmer Should Sign the Second Series Wheat Pool Contract Now

Problems of Agriculture, Health and Education Dealt With by U.F.A. Annual Convention—Extension of Debt Adjustment Plan to Whole Province Asked

Convention Urges Teaching in Principles of Co-operation in Public and Agricultural Schools—The Question of Rural High Schools—Investigation Sought re Hog Grading—Separation of Civil from Military Aviation.

A resolution from Acadia Federal C.A. urging the Government to utilize the "remaining school of agriculture now closed," as an educational institution giving high school training, was adopted by the Convention.

The intention, said Jas. Cameron, mover of the resolution, was to give an approximate equivalent of a high school education to farm boys and girls without weaning them away from the farm. They would not come in contact with those whose conception of success in life was entirely that of a business or professional career. The idea was to combine the usual features of an agricultural school with the regular high school course, to cover four to six years.

Mr. Hoadley stated that the matter had been brought before the Legislature last year by Lorne Proudfoot, and had been left with Mr. Baker, the Minister of Education, to see what it would be possible to do in regard to the use of that building (Youngstown) as a centre for an experiment along the lines proposed. "I might suggest that the solution of the problem be left in the same hands until it is worked out," added Mr. Hoadley. "At the present time Mr. Baker is preparing a new act, and the whole question of high school education will be dealt with in that act. I have great sympathy with those who desire better agricultural education."

SEED GRAIN AND WEED SEEDS

A resolution to the effect that "no seed grain or other seed be sold as such if it contains any noxious weed seeds" was tabled after discussion. The mover Levi Bone, of High Prairie, said it was desired to avoid the introduction of weeds into the northern district. Mr. Hoadley pointed out that in view of the heavy crop there would be no need for the Peace River country to import seed.

There was no mover for a resolution from the Little Bow Provincial C.A., which proposed that the Provincial Government request the Dominion to remove restrictions now placed upon the grazing of sheep on public land.

A resolution asking the Provincial Government to acquire material for building rabbit corrals and loan same to municipalities or farmers' organizations at a fair rental, was tabled, as was a resolution requesting the Provincial Government to inquire into the feasibility of having cleaners attached to threshing outfits and to make it compulsory for anyone doing custom threshing to have such cleaners affixed if it be found that they can be used effectively. Mr. Hoadley said experiments had been initiated three years ago with a view to devising satisfactory threshing equipment which would eliminate the carrying of weeds from one farm to another, and he expected that the Department would be in a position to report favorably on such equipment to the next Convention.

A resolution from Pembina Provincial C.A., moved by Mr. Messmer, of Naples, asking that the Domestic Animals Act be amended to provide that at least 12 months must elapse after a favorable vote is registered for herd law before said law shall become effective, was lost.

A similar fate met a resolution from Battle River Federal C.A., calling for the amendment of the Municipal Hospitals Act to provide means "for special assessment for hospital purposes which would be more equitable, distance from hospital especially to be taken into consideration." The mover, C. East, suggested that people who lived near to a hospital should be assessed more than those who lived some distance away. Mr. Hoadley said this matter was being considered by the Government in redrafting the Act.

> We conclude in this issue the general report of the daily proceedings at the Annual Convention of the U.F.A. The report is a more extensive one than has been published in any former year, and covers every resolution upon matters of policy dealt with by the Convention.
>
> There remain only for a later issue detailed accounts of the discussion on one or two important subjects, such as Banking and Credit and Hail Insurance.

A PROPOSAL FOR STATE MEDICAL SERVICE

A lengthy resolution from the Lac Ste. Anne Provincial C.A., calling for the setting up of a state medical service duplicating as far as possible that of Great Britain, and "complete Government control of hospitals except private institutions," was tabled after Mr. Hoadley had stated that conditions in Alberta were so different from those in Britain as to make the copying of the British system difficult. If there were any place in the Province that could be reached by the Department they would endeavor to ensure medical aid being given, and they were seeking to advance in the direction of making medical service cheaper and better.

CARE OF DELINQUENTS

The Convention rejected a resolution from East Edmonton Federal C.A., proposing the setting up in the Province of "properly supervised school homes for neglected, homeless and delinquent boys and girls, where both school and vocational training courses may be given, instead of sending them or any of them to penal institutions such as the penitentiary or Portage La Prairie reformatory, where character and self-respect are more likely to be destroyed than created."

BETTER THAN THE INSTITUTIONS

Mr. Hoadley said it was not the policy of the Government at present to send delinquent boys to the Portage La Prairie reformatory, but instead to place them individually in farm homes. The worst thing to do with boys and girls who had been delinquent was to place them with others who had been in similar difficulties. Boys who have been sent back from Portage La Prairie without improvement having been effected, had been placed in farm homes in Alberta, and there had been no failures among such boys to date. (Applause.)

ADULT EDUCATION IN CO-OPERATIVE MARKETING

In behalf of the Premier, Mr. Hoadley made an important announcement in regard to the Government's plans for the encouragement of the teaching of the principles of co-operative marketing. He reminded the delegates that a year ago the Government had used some of the surplus money that came to them from the old Wheat Board to send representatives of various Pools and a professor of the University to Chicago for the purpose of gathering information at the Conference there that might prove useful.

"A result of a recent meeting of the board in charge of that fund," announced the Minister, "is that we have prepared a statement to be placed before the Legislature, recommending that next summer we shall arrange for some of the outstanding men who have made a study of co-operative marketing in its various aspects to come to this Province, and to give lectures for a week or a fortnight, or possibly longer, at the school at Olds, with the dormitories for the use of the people, or at the university, as may be finally settled. The purpose is to offer to the people interested an opportunity of hearing these outstanding men from the United States as well as some picked men from Canada. As a result of the knowledge gained I believe it will be recognized that co-operation is not a strange fetich, but one of the cardinal principles governing the life of the Province of Alberta."

H. McKenzie suggested that some of the Wheat Board money be used to provide three scholarships of $500 each for one year, for the best essays on co-operation. Mr. Hoadley said that such a plan as this had been under consideration by the Government for the past year.

FRIDAY'S SITTING

Friday morning was mainly devoted by the Convention to consideration of resolutions on educational matters. Hon. P. Baker, the Provincial Minister of Education, was present throughout the morning, and participated in the discussion.

EXAMINATION PAPERS FOR GRADE EIGHT

A proposal from Bow Valley Provincial C.A. that separate papers be prepared for each subject of grade eight was defeated after Mr. Baker had stated the position of the Department. Complaints, he said, were based upon two different

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THE
U.F.A.

Published on the 1st and 15th of each month by
THE UNITED FARMERS OF ALBERTA
Investment Building
CALGARY - ALBERTA
Official Organ of
THE ALBERTA WHEAT POOL
THE ALBERTA LIVESTOCK POOL
THE ALBERTA DAIRY POOL
THE ALBERTA HOG AND POULTRY POOL
Editor
W. MACNAMARA MOORE

Subscription
One Year.....$1.00
Single Copies.....10 cents

Make remittances by money order or postal note. We cannot accept responsibility for currency forwarded through the mail.

Change of Address—When ordering a change of address, the former as well as the present address should be given; otherwise the change cannot be made.

Circulation
Average net paid circulation, 6 months ending February 5th, 1928.....46,500

Advertising
Commercial Display.....30c per agate line
$2.00 per inch
Livestock Display.....Rates on application
Classified.....3c per word prepaid
No discount for time or space
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EDITORIAL

THE DECISION NOT TO SELL

Premier Brownlee's appeal for a united stand in behalf of the interests of the Province by all elements in the community, in respect to the handling of the problem of the Northern Railways, seems now to have called forth a general response in the Legislature, if the vote on the Government motion on this question is any criterion. Constant urging of the Government to sell, even upon terms which they may reasonably expect to better substantially may do the Province a disservice, however well intended the advice may be. The result of the vote on the railway resolution is gratifying, from the standpoint of the Provincial interest as a whole.

* * *

REACTIONARY FINANCE

The reduction of the income tax by a further ten per cent on personal income and from 9 to 8 per cent on corporations, as announced by the Finance Minister in the House of Commons last week, is a starkly reactionary feature of the Budget.

The income tax is almost the only tax now levied by the Federal Government which is based upon the principle laid down by Adam Smith in a well-known passage which will bear repetition:

> **The subjects of every state (he declared) ought to contribute towards the support of the government as nearly as possible in proportion to their respective abilities: that is, in proportion to the revenue which they respectively enjoy under the protection of the state.**

The soundness of this principle enunciated by the father of political economy cannot be successfully challenged. The attempt to challenge it is seldom made, though it is customarily ignored and violated by governments beholden to the specially privileged for their retention of power. It is also commonly ignored by newspapers and politicians whose special business it is to assist in shifting the burdens of taxation to the shoulders of those classes in the community least able to bear them. The King Government, in succumbing to the clamor of a portion of the press and of a small but influential class who wish to be relieved of their just share of taxation, is acting contrary to the interests of the great masses of the people of this country.

* * *

According to the official records for 1926, which are the last in our possession, the number of personal income tax payers in the Dominion in that year was 208,530, and their total payments were $23,940,474; the number of corporations paying income tax was 5,736, and the net total of income paid by these corporations was $21,722,487. The reduction of the income tax is a benefit conferred by the Government primarily upon these tax paying corporations.

* * *

The reductions in the income tax are discriminatory against the great body of Canadian citizens, and in a special sense in favor of a small body of citizens who are fortunate in having very large incomes—in favor of the class, in fact, who provide most of the campaign funds of the political parties. The estimated revenue from customs dues for the new fiscal year is $153,000,000; the estimated revenue from income tax $65,000,000. The former duties are paid by every family in the Dominion, not in proportion to their ability to pay, but in proportion to their purchases. The head of an average family in Canada, whether he be farmer, wage worker, or business or professional man of moderate means, pays a far larger sum yearly into the Federal Treasury through customs duties than in income tax. It is mainly in the territories centering round a few of the great cities that the benefits of the income tax reductions will be felt, and felt, in any great degree, only by a minor fraction of the population resident in these centres.

* * *

A few years ago the story of the life and death of Nurse Cavell was used in a quite unwarrantable and unsoldierly way for the purpose of anti-German propaganda. Today, it is humiliating to discover, a film which, according to critics of recognized eminence depicts her life and death with truth and violates no canon of good taste, is officially frowned upon because, apparently, it is not "pro-German." Some day, it is to be hoped, productions dealing with episodes in the war will be judged by standards of truth and artistic merit, and not by their merits or demerits as "propaganda."

High Lights of the Railway Debate

By JAS. F. WATSON

THE GOVERNMENT PROPOSALS

In trying to sum up the salient points of the debate on the E.D. & B.C. and A. & G.W. Railways, it might be interesting to recount the different proposals. First the Premier recommends that the present offer be rejected; that negotiations be reopened with the joint companies and failing a satisfactory offer, with the companies separately; the Government to carry on meantime.

A. A. McGillivray: That the offer be neither accepted nor rejected until an independent valuation is made, then sell the roads, cut the losses all they can and turn the mind to highways and other services.

D. M. Duggan: Do not reject the offer; accept, if necessary, 75.4 per cent of the value and call it a day.

Hugh Allen: If no agreement could be reached on the joint offer, and no fair and equitable agreement could be arrived at, turn the Railways over to whichever road would guarantee development.

L. A. Giroux: C.N.R. or nothing. They had had promises galore—now they want guarantees.

Shaw: Fix a price at once on the E.D. & B.C. and Central Canada based on a reasonable replacement value, plus a potential value; terms to be fixed and guarantees secured as to the operation, maintenance of the rates at present level or lower, necessary extensions and a Pacific Coast outlet.

White: If the transcontinental lines do not at this time submit a satisfactory offer, these railways should be taken off the market for five years, and the Government continue to operate them for that time.

POINTS OF AGREEMENT

All speakers were more or less united on:

(a) The need of harmony.

(b) That the Province alone is not capable of bearing the enormous cost of furnishing extensions or of providing a Pacific Coast outlet.

(c) That either one of the transcontinentals could furnish such facilities.

(d) That the A. & G.W. offer of the C.N.R. should not be accepted.

(e) That the Coast outlet was a prime necessity.

POINTS OF VIEW

Points of view with regard to—

The joint offer:

McGillivray: Don't do anything yet.

Duggan: Leap this year and be thankful.

Shaw: Nothing doing.

White: Ditto.

The A. & G.W.: All—Nix.

THE LOSS ON RAILWAYS

Last year appropriations were made by the Legislature for reconditioning, amounting to $418,950. This was spent on that work, besides all of the operating surplus, which was invested in new equipment, etc.

To give some idea as to how interest is eating up the Provincial lines, one needs only to look at the statement of net corporate losses. Ordinary interest on bonds, interest on monies borrowed by the Government and advanced to the railways, and interest on sums borrowed to meet defaulted interest together with deficits on operation, and so forth, amounted to $1,901,919.62. This net corporate loss is distributed as follows:

E.D. & B.C.	$ 70,911.37
Central Canada	368,748.95
Pembina Valley	642.42
A. & G.W.	718,548.33
L. & N.W.	133,992.56

VALUE OF RAILWAYS

How much are the Provincial railways worth? The Department of Railways places the actual physical valuation of the five lines at $30,822,906.55, as shown in the report tabled in the Assembly. The individual lines are valued as follows:

E. D. & B. C.	$14,574,969.70
Central Canada	3,721,768.31
Pembina Valley	824,968.37
A. & G. W.	9,578,232.06
L. & N.W.	2,122,960.56

McGILLIVRAY'S COW

Millions reduced to terms of $500 makes it easy to figure, says A. A. McGillivray. Not that he can't figure in millions, but by way of concession to the simple minds of simon pure farmers opposite. A cow, for instance. Is the physical value of a cow increased by the amount of a chattel mortgage, says he, enigmatically. The answer was obvious—of course not. But is that a fair analogy? If a person mortgages a cow, and the sale eventually turns out bad, whose is the loss? The principal actor is it not? Individual reaping; individual sowing. But in the case of a Province who stands such loss? The principal actor? No. The people. Poor innocent long suffering people. Yet after all take the long view here. Why a railway at all? Was it not because of the potentialities? and are there no potentialities today? Is physical valuation the only thing for sale? Joe Shaw hit the mark there, the Province is not only selling a railway—it is selling a great future. Put it this way, is milk a part of the cow?

Why, then should the interest charges paid for years and years by the people of Alberta be lost sight of entirely. "Take the pen and wipe them out" is a fine sentence, but actualities are not so easily disposed of. Debaters had a good case who took the view that in lieu of the colonization work accomplished by the Province the Dominion have a bounden duty to perform in assuming all charges. Still, Mr. McGillivray preached law and not gospel when he said there is no legal responsibility devolving on the Dominion. That leads on to another thought.

The sly hint of misdemeanor on the part of the Government is bound to react against Mr. McGillivray when the situation is examined in its true perspective. To say that it was bad business to spend the monies earned on the railways last year on the reconditioning of the road, lets the Conservative leader in for a lot of trouble from a certain quarter. Note this—if reconditioning of the road really means deferred maintenance charges, and if it was all right to spend earnings on maintenance from year to year, why should it be wrong to spend earnings on reconditioning if the year to year maintenance had been neglected? The old question—Who won the war?—is duplicated. Who ran the railways up until a year ago?

Is the fact that new engines, new equipment, new culverts, new bridges, new rolling stock of all kinds were bought and paid for out of the earnings of one year, a fatal defect? Is the physical value decreased to the extent that these monies were spent? Is the Province poorer by that much? Will the fact, if it is a fact, of the spending of these monies by which vast amounts of grain and other products will be swept towards the markets of the world reduce the potential values? Does the feeding of McGillivray's cow from part of the sale of last year's milk, advance or retard the continuance of the lacteal flow? Is a cow of value for its physical structure only? Ask W. W. Prevey that one.

Provincial Secretary's Report

I never could get much kick out of figures. I used to envy a friend who could use figures to point a moral or adorn a tale. The debates of the last few days have been conducted in what one might call figurative language, with the result that the whole world has seemed very unreal, a jazz of addition, multiplication and subtraction.

And yet, figures must have had some reason for existence. Otherwise how could we get any conception of the fact that 17,358 out of our 600,000 odd people went to a theatre or other place of amusement every day, or 5,415,736 admissions per year. These people contributed $190,880.41 to the Provincial Treasury for amusement's sake, which is a rather amusing reflection, if that's the way one looks at it. The Treasury did not receive an additional $10,018.62 which it might have had if receipts had been up to 1926, but on the other hand, there is the consolation that larger numbers of our people must have gone to meetings rather than to the theatre for their amusement.

"I'll bet a dollar" is a common phrase. Yet $2,105,318.20 went that way on Alberta race tracks during 1927. That is the record of the pari-mutuel system, and does not include the little bit on the side so much relished by the other fellow. As a democracy we gain by the addition of $105,315.94 to the revenues of the Province, but as this was the first year of operation of this tax, there is nothing in the figures to indicate whether we are getting "better" or "badder."

The same year in which I came west to Alberta, fifty-five Lizzies were beginning to chase the farmers around round about September the first. That was in 1907. Now the farmer has to have a Lizzie himself to enable him to prove an alibi when the collector comes round. This is proved by the fact that

(Continued on page 5)

Assembly Unanimously Rejects Joint Offer of Railways for E.D. and B.C. Railways—Railway Debate Features Week

Conservative Opposition to Government Resolution Apparently Won Over by Speech of Premier on February 20th—Railway Extensions in Peace River Country Approved—Work of Department of Agriculture and Health Reviewed and Initiated Action Vindicated

Debate Closes With Field Day on Health —Agricultural Dept.

Cameron Vindicates Minister's Action re Innisfail Hospital—Success of Travelling Clinics

STAFF CORRESPONDENCE

MONDAY'S SITTING

EDMONTON, Feb. 13th.—It is finished. The debate went out in a blaze of glory for the Department of Agriculture and Health. The last gun was fired by Donald Cameron, (U.F.A.), Innisfail, who vindicated the Minister of Health insofar as his policy with regard to the Innisfail Hospital affair was concerned. Participants were George Hoadley, Minister, and W. W. Prevey, (Lib.) Edmonton. At the conclusion of Mr. Cameron's short speech the question was put, and carried. Did you ask what the question was which occasioned a week's swashbuckling? Just this. That an humble address be presented to His Honor the Lieutanant Governor for the gracious speech he made the other day. And this humble address will be embossed in fitting manner, and Democracy be justified of her children.

Ten bills, not very contentious, got as far as the Committee of the Whole House—which is going some at this early date. Some new bills were introduced, and the work is now well away.

ECONOMIES OF A NEAR SCOTSMAN

George Hoadley, who used to imbibe the breezes from across the Scotch side of the Solway Firth, proved that these breezes had had beneficial effect when he sent the publicity commissioner down to the big agricultural fairs of the Central States with Alberta Exhibits, and succeeded in getting free writeups on Alberta in the press of these populous centres. In fact, while it had been necessary to pay for advertising in some few cases, the total amount had only been forty dollars.

The Minister expatiated on the progress of agriculture for a long time, but it was when he came to the work of the Health Department that the Assembly awoke to intense interest. The outbreak of infantile paralysis and the efforts to cope with it were fully dealt with. The announcement regarding the building of the small hospital adjacent to the University Hospital for the care of those suffering from the after effects of the disease was productive of a number of questions. Was this a permanent building? Well, it was permanent in that it would serve for at least twenty years, but it might not be permanent for the treatment of this particular disease. The idea was to have something which, while not possessing architectural grandeur, would serve for what it was intended for. If an imposing structure at a cost and overhead unbearably high had been constructed, that would not be giving assistance but increasing the burdens of the people. Patients would have recovered to the maximum in two years. The cost to parents would be $1.75 per day; this would care for interest on building and equipment as well as 10 per cent. depreciation.

The principle of building small one-story buildings of the pavilion type had been adopted at Ponoka also, to take care of the yearly influx. The cost there had been $12,000 instead of the $120,000 which would have been entailed if what C. L. Gibbs called the "solid lump" type had been employed.

BULLETIN

EDMONTON, Feb. 20.—Premier Brownlee's motion recommending that the joint offer from the C.N.R. and C.P.R. for the purchase of the E.D. & B.C. and Central Canada Railways, and from the C.N.R. for the A. & G.W. Railway, be not accepted, was carried in the Assembly today without dissenting vote, after a detailed statement by the Premier, who made a very effective and convincing statement upon this matter.

CLINICS PROVE GREAT SUCCESS

The clinics had been a great success in their own field. The number of clinics held at different points in the Province between May 16th and October 27th, 1927, were 40.

Number of schools served by travelling clinic, 285; Number of patients examined, 2,346; Number of T. & A. operations, 663; number of circumcisions, 89; number of minor operations, 20; prescriptions and treatments, 382; dental patients examined, 2,575; dental treatments, 796; extractions, 1,311; fillings, 477; prophylaxis, 73;

The total number of school children examined in the Province by the clinic in 1927, was 10,275. Total number of school children in the Province, 150,000. Balance of school children not examined by clinic, 139,725.

If the rate of progress in the future did not exceed that of last year it would take the clinic 15 years to get around the entire Province. The Minister wanted to extend the work, but wanted the endorsement of the Assembly.

Mr. McGillivray—"Provided the Minister knows where he wants to go. Is it towards State medicine?"

Mr. Hoadley—"That depends on the medical profession."

At this point an interesting discussion took place on the clinic versus the country doctor. The clinics were not designed to supersede the doctor, said the Minister. After the clinic made its examination the parent would still have choice to either utilize the skill of the country doctor or accept that of the clinic. There was no intention to provide free treatment, but to make a just charge which would enable the parents to avail themselves of the service and at the same time maintain their self-respect. In many cases the parents could not pay the price demanded by the local doctor, and had it not been for the clinic the children would have been compelled to go without treatment.

PANEL SYSTEM POSSIBLE IN FUTURE

The cost of the clinic had been $11,000 of which fees to the extent of $9,000 had been paid and notes given to cover the balance. Talking of State Medicine, it might be necessary to create great areas, under some kind of panel system, so as to overcome the difficulty now experienced of getting doctors to locate in sparsely settled or strictly rural districts. This, of course, was not contemplated at present. In some places the medicos resented the advent of the clinic; one doctor expressed willingness to undertake the same work at the same price provided the clinic would keep away. At the same time the people in some districts did not care for the services of the local doctors, as was evidenced by the fact that at one point there were 70 operations for tonsils by the clinics and 7 by the two local doctors. There was a hospital at that particular point as well, said the Minister.

PREVEY ON AGRICULTURAL PROBLEMS

W. W. Prevey, (Lib.), Edmonton, urged the Department of Agriculture to give all possible assistance to individuals to enable them to exhibit live stock at the big shows. He wanted dairying advanced by education leading to a greater output per cow with an increased amount of butter fat at a reduced cost of production. He commended the work of county agents and offered a few suggestions for their assimulation. Noxious weeds came in for a hard slam, and the member wanted drastic measures taken to facilitate eradication. The cost should be borne by the Province as a whole.

Mr. Prevey was decidedly of the opinion that the Northern railways, if sold at all, should be sold to the C.N.R. The L. & N.W. should be extended to Edmonton, but he doubted if the C.P.R. had sufficient inducement from a profit stand point to build any extensions for some time, especially as a long haul was more profitable than a short one. He touched on the coal shipment question; dairy products; Old Age Pensions; farm loans, and the gradual reduction of the Provincial debt in times of prosperity

by some kind of sticking fund fed by a portion of the liquor profits.

CAMERON ON INNISFAIL SITUATION

Donald Cameron (U.F.A.), Innisfail, said he had no intention of taking any part in this debate, but for the fact that in a certain section of this Assembly a good deal of attention had been given to the matter of the Innisfail Hospital, which was situated in the constituency which he represented.

"That being so, it may be that the members of this Assembly expect that I should have something to say on the matter as one who might be fairly familiar with the situation," said Mr. Cameron.

"I have listened with interest to what has been said on the matter by honorable members sitting on the Liberal benches.

"It is evident that the Innisfail Hospital for various reasons—reasons which I do not propose to discuss—has not been as successful as desirable. Seeing that so much publicity has been given to the matter, and I am not saying that it is not a matter that should not receive publicity, I do wish to say in fairness to the Minister of Health that as soon as it was brought to his attention that matters at the Innisfail Hospital were not as they should be, he immediately took steps to have the situation investigated fully. What more could the honorable members who have spoken have done under similar circumstances?

"The Minister caused to be appointed a commissioner clothed with full authority to probe the whole matter to the bottom. He had full authority to find out if officials of the Department had fallen down on their jobs, as well as the local conditions governing the Hospital.

"That commissioner submitted his report. Arising out of that report among other things, certain reflections were cast on some officials of the Department of Health and the architect who built the hospital.

"For some reasons which I do not know, those parties were not called upon to give evidence at the hearing. Therefore they were not in a position to present their side of the matter—and there usually are two sides to all questions.

"The result of this was that a judge of the courts of this Province was sent to Innisfail to hold a further investigation into this phase of the matter. His report has not yet been received, but I understand will soon be, and it will be submitted for the consideration of the members of this Assembly.

WAS BEST COURSE TO PURSUE

"The question of the drastic action of the Minister in dismissing the hospital board has been referred to. In view of Commissioner Thompson's report, and also in view of the local feeling which has developed on the matter, and having in mind above all the best interests of the hospital district, which is a good one, and without casting any reflections on the Board, individually, or collectively, because I am not in a position to do so, I think that under the circumstances it was the best thing to do. Also I feel sure that all fair-minded men and women in that district will uphold the Minister in his action. Furthermore, I feel quite sure that when all the evidence is in, if it can be shown that officials of the Department have been remiss in their duties, that they will be dealt with accordingly."

Assembly Deals with Grist of Legislation

Dissenting Presbyterian Church Property —Amendments to Game Act— Continuance of Pound Law

TUESDAY'S SITTING

EDMONTON, Feb. 14.—It would be quite commonplace to say that Tuesday was uneventful in the legislative halls. It would be still more commonplace to say that the Hon. George Hoadley held the spotlight, not only because of the fact that for two hours he piloted his bills through the Committee of the Whole House, but because he was rather worried once while answering questions to find a beam of sunlight from a gallery window playing round his golden locks, and a page was hastily summoned to blanket the offending skylight. And yet the honorable Minister had just concluded a panegyric on the benefits of sunlight and fresh air in the new hospital system.

Two bills were given second reading in order to have them go before the Private Bills Committee. Neither is a Government measure. One deals with the setting up of a Board to deal with property questions on behalf of the churches affected through dissent to the union. The Premier detailed the steps taken since the bill passed some years ago, and explained that a commission had been set up to deal in a spirit of conciliation and in a voluntary way to have a settlement effected between all parties. This commission had been successful everywhere with the exception of four places, and now those four places and one other were having this bill introduced to make the recommendations compulsory. The Premier was not desirous of the passing of this bill until all parties concerned had had the opportunity of appearing before the committee and presenting their case. The recommendations of the committee had been made in a conciliatory way and he thought that had they believed that these recommendations were to become the subject matter of a bill of this nature, they would not have gone as far as they did. The basis was not altogether fair to the committee.

COMPANY TO CONSTRUCT ROADWAYS

The second bill was also that of certain private individuals asking for the incorporation of a company to lay out, construct and operate a trackway or roadway of a width sufficient to take care of traffic, but in any event not narrower than eighteen feet to be built of concrete or other material approved by the Minister of Railways and Telephones. This corporation to be granted railway powers, to acquire right of way, etc. Six roads are projected—Calgary to Banff, to be completed first as a trial; Calgary to Macleod; Macleod to Lethbridge; Lethbridge to Coutts; Calgary-Macleod to Okotoks; Calgary to Edmonton.

The sterilization bill was read a first time. Then came the second reading of and amendment to the Treasury Act which grants an increased salary to the Provincial Auditor. This official, it was pointed out in reply to Mr. McGillivray, is not a civil servant employed by the Government, but is an official directly responsible to the Assembly, and therefore the Assembly only could set the remuneration. The Premier paid a great tribute to the assistance given in many matters by the auditor, J. C. Thompson, and especially when it had been necessary to deal with such propositions as the Lethbridge Northern. Mr. McGillivray was not convinced that Mr. Thompson was not a civil servant because he contended that he not only audited the books but kept them—a dual position, he said. He did not object to the increase, would not have done so had it even been greater, but he wanted to know if deputies and other responsible officials were not due for a raise as well.

AMENDMENTS TO GAME ACT

Then came the Game Act. While the amendment dealt only with two phases, the segregating of the collections of fur taxes from the protection of game, the former to be under supervision of the Department and the latter under the Chief Game Guardian; and the other to provide a penalty for the killing of each animal in violation of the terms of the act; discussion went far afield, and the Minister regaled the Assembly with full details of the operation of the muskrat industry. M. J. Connor, L. Peterson, W. H. Shield and S. Carson (all U.F.A.), took part in a debate on antelope as a nuisance, destructive to crops both standing and in the shock.

M. J. Connor wanted an open season to reduce the number of antelope, but the Minister would not stand for that. If a policy of reduction were necessary the Department would undertake that, and prevent undue decimation. This had been an exceptional year, deep snow and stooks out in the field. Since the snow had gone there had been few complaints. Lawrence Peterson thought that last year was not the first time, but standing grain had been injured as well. Sam Carson wanted antelope divided up and placed in reserves like buffalo. The Minister regretted that owing to the great timidity of the animals they were hard to handle, often dying in the hands of those attempting to handle them. The Department would attempt to find some way to utilize the military reserves near Medicine Hat, if the nuisance continued.

Answering many questions with regard to the granting of leases for muskrat farming, Mr. Hoadley said the Department were attempting to administer the regulations on a basis of human rights. This meant that families already on the land where part of the living had depended on trapping would be protected against the encroachment of large outside applicants whose sole object was the amassing of wealth. The method followed was like this: First the Province received applications from intending lessees. This would specify the particular piece of land, and the Department would forward this application to the land office (Dominion) where search would be made of the records to see if there should be any obligation against the land. From there it went to the Irrigation branch to see what water rights, if any, were affected. Then, if O.K., it was forwarded to the Government at Ottawa, where, if everything was correct on the previous investigation, a license was issued. The Provincial Department had planned that they would receive from the Dominion a 21 year's lease, sub-letting to the individual on a ten year basis. Application would have to be renewed at the end of nine years, so that the lessor could remove or build up his stock according to whether the renewal was granted or refused, having one year to do so before expiry. The difference between a licence of occupation as given by the Dominion and a lease,

was that the former was perpetual and could not be terminated without election proceedings.

DISCUSSION ON POUND LAW

Bill No. 28, ordering the continuance of pound laws after the disorganization of a municipal district led to a protracted discussion covering the entire Tilley Area project, the rounding up of bands of strays, the recovery by poundkeepers of balances after sale of impounded stock in unorganized territory, the age-long question of horses versus sheep, in which the Minister pleaded for reciprocity between the owners of each respectively, the waiving by mortgage companies the right of administration of land in Tilley district, the taxing of land as a first consideration, and other things too numerous to mention. How the Minister can carry all these things in his head passes comprehension.

Passing on to private hospitals, it was thought advisable to have all applications for a hospital made in writing and to be accompanied by plans as well as a fee of $5. The bill says $10 but the Minister had a generous streak at the time, and moved that it be changed to five. He warned the Assembly, however, that when the bill comes back into committee he may want it moved back to ten again, dependent on some things of which he did not speak.

Legal bills covering domestic relations amendments and examination of principals as to financial standing under the children of unmarried parents act amendments, were productive of considerable discussion between the Attorney General, Captain Joseph T. Shaw, member for Bow Valley, Colonel Weaver, and L. A. Giroux. A number of private bills concerning the incorporation of religious bodies, and city charters were read a second time.

As there will be a big railway debate on Thursday, and the Old Age Pension Debate on Monday, members are talking in whispers to save their wind for the affray.

Premier Advises Rejection of Joint Offer for E.D. and B.C. Railway

Would Give But Small Relief to Treasury for Ten Years—History of Negotiations—Rejection of Offer for A. & G.W. Also Advised—Brownlee Urges United Front.

WEDNESDAY'S SITTING

EDMONTON, Feb. 15.—Arguing that the acceptance of the joint offer of the two transcontinental railways for the E.D. & B.C. lines would only mean a yearly saving of some one hundred thousand dollars without relieving the Treasury Department to any great extent of the capital debt charges for ten years, Premier Brownlee moved a resolution this afternoon advising the Assembly to reject the offer; to continue to negotiate for a further joint offer, failing which, to approach the companies separately; and in the meantime, to carry on with the operation under Provincial ownership. It was also urged to reject the C.N.R. offer with regard to the A. and G.W.

The Premier made another plea for the people, the Assembly, the Boards of Trade and other influential bodies, together with the press, to stand shoulder to shoulder as was done elsewhere with great measure of success.

The people were warned not to be carried away with the idea that if the roads were transferred there would be an immediate building program. He thought the companies had all the commitments on that line to tax their resources for a long time. There was little danger to the city of Edmonton from diversions as some feared, because no railway could ignore a city of the size and strategic position of this one with impunity, even if they desired to do so, which he doubted.

Mr. Brownlee recounted the entire history of the roads; the process of deflation; the reasons why the Government had to step in and save the lines for the Province; the negotiations over a long stretch of time with the transcontinentals, from the day when neither one would make any kind of offer, right up to the present joint offer which showed that bids had come nearer and nearer to the replacement value of the lines which the Premier maintained was the point at which the Province should aim.

The progress of the negotiations with the C.P.R. who refused to consider purchase, was to rent, first for $50,000 a year; this was raised to $183,000 and later to $230,000. That was their best offer prior to Government operation.

The C.N.R. would only lease on a division of profit basis; made two offers of purchase something along the lines of the present joint offer, and the Premier made the statement that the joint offer only bettered the last offer of the C.N.R. by decreasing the period of payments five years.

REVIEWS HISTORY OF ROAD

In order to make the situation clear to everyone the Premier reviewed the history of the roads from their inception. The E.D. & B.C. had been incorporated in the early days under a Dominion charter, and therefore came directly under the aegis of the Board of Railway Commissioners. It had been promoted by the late J. D. McArthur and his associates, and its bonds were guaranteed by the Province to the extent of $7,000,000 at only four per cent, and later on by bonds totalling $2,420,000 carrying 4½ per cent, or a total of indirect liability of $9,420,000. He wanted that sum kept in mind as well as the fact that the annual interest charges amounted to $398,900 per annum, so as to compare them with the offer analyzed later on. If any sum less than these amounts were accepted it would mean no reduction of the capital debt of the Province.

The Canada Central had also been incorporated by the McArthur interests, in the year 1913. There had been no guarantees in this case, but a direct loan from the Provincial Treasury to the extent of $2,000,000. This was secured by mortgage on the assets. The Premier then stated that he would speak from this time of these two roads as one.

Touching then on the A. & G.W. Launched by the same promoters as the other two, the Government had guaranteed bonds to the extent of $7,400,000. This was an indirect liability, and the Province would have to receive a sum equalling that amount before there could be any reduction of the capital debt of the Province.

WARNING AGAINST OVER ENTHUSIASM

"These railways, then, were the product of 'flaming youth,' and set forth a lesson to take into account what can happen through being carried away by over-enthusiasm in prosperous times to launch into a program of over-expansion to be borne in subsequent years by future generations," said the Premier.

Mr. Brownlee then went on to outline the after-the-war-situation, when the lines were unable to meet their interest charges. In 1920 the Hon. Charles Stewart spent the first half of the year in an endeavor to find a solution. The statutes of 1921 contained two bills which showed the settlement arrived at. The bond liability of the A. & G.W. was assumed by the Government and an option given to McArthur to repurchase any time up to 1st July, 1927. The Union Bank held security on $710,000 in this railway. If a sale should be made prior to the date set, a substantial part of the purchase price would go to the heirs of the late promoter.

On the E.D. & B.C. the Union Bank held a mortgage amounting to $2,400,000, which the bank claimed to be of equal rank with those of the Government. For this reason the Government could not make the same kind of deal as in the case of the A. & G.W. The road was put under the management of the C.P.R. by the former Government, under absolute authority, besides the giving of an option of purchase at the termination of the period, five years, or three months thereafter. The Government agreed to advance $2,300,000 to bring the road up to standard.

The Premier was not disposed to criticize the Government of that day for these agreements. The Peace River was not then the potential source of wealth which it is today. The only solution then was to endeavor to interest one of the transcontinental roads.

WHEN BEST OFFER WAS $60,000 RENTAL

Coming to 1921, ownership of the A. & G.W. was vested in the Government subject to an option amounting to $710,000 in the McArthur interest. With regard to the E.D. & B.C., the Government postponed action in order to await the C.P.R.'s decision on the expiry of their lease in July, 1925. As early as 1924 negotiations had been carried on, first to secure control, and second to prepare to operate the road. The 1926 session saw the returns laid on the table

detailing correspondence between the Government, the railway companies and the holders of security. The C.P.R. expressed a desire to renew the lease, but not to purchase. Their best offer had been $60,000 per year rental.

The offer of the C.N.R., was on a division basis, that is, they agreed to divide the profits accruing from the short haul, but not of any profits derived from the long haul over the national lines. There had been an effort made at that time to induce the companies to make a joint offer, but without success.

The negotiations with the Union Bank were also unsuccessful. The Bank wanted $2,400,000, but the Government was not prepared to pay that amount. When the Royal Bank came into control of the security, they were disposed to compromise. The only other way to obtain control would mean foreclosure and long drawn out proceedings, during which the roads would have been in hands of liquidator. The offer of the Bank was now accepted, by which $2,400,000 of securities were turned over to the Government for $1,275,000. From that time the Government became sole owner.

The correspondence referred to would show the attitude of the transcontinentals. In May, 1926, the C.P.R. would not entertain any offer to purchase. They did offer to rent. They increased their offer from $50,000 to $193,000. The C.N.R. would neither offer for rent or sale except on a division of profit basis. After further negotiations the Government felt that they had exhausted every effort to dispose of the roads on an equitable basis, and the only course left was to terminate the agreement at the end of the three months' grace, and undertake control as a Provincial Road.

RAILWAYS PROPOSE NEW NEGOTIATIONS

Since that course was taken, the C.N.R. and the Provincial Government had completed a traffic agreement regarding traffic originating on the Provincial lines. The C.P.R. then came through with an offer to rent, increasing their rental to $250,000. From then on no further effort had been made to interest either company. But later on, when on his way to England, the Premier stopped off at Montreal to pay his respects to the two Presidents. It was intimated in a casual way that on his return there might be a renewal of negotiations. This turned out to be correct, because on his return he found that an offer had been despatched to the Minister of Railways.

Subsequent discussions had taken place at the Dominion Conference, further interviews at Montreal, Ottawa and Toronto. The C.N.R. had made an offer to the effect that the company would assume the interest on a ten year basis of $9,400,000 of the guaranteed bonds, the Government to carry the interest on the other $8,000,000 capital stock. The C.P.R. did not desire to be put in the position of bartering for this railway, but they made an offer the details of which were to be kept secret by agreement. Both railways, however, had been treated impartially.

With regard to the grounds of the joint offer, the Premier had not had the privilege to sit in with the two executives, but he thought it originated in a mutual understanding applying to railways in other parts of Canada as well.

C.N.R.'S LOYAL CO-OPERATION UNDER AGREEMENT

The Premier paid a warm tribute to the officials of the C.N.R. more especially for the local representation, for the co-operation under the traffic agreement. In considering the advantage of the offers it was necessary to survey the total revenue derived from the year's operation under Government control. On the E.D. & B.C. in 1919 the revenue had been $1,117,000; in 1923 there had been a gross decrease, the revenue amounting to $800,000; in 1924 it had jumped to $1,000,000, and in 1925 had decreased again to $941,000. This was accounted for by the reduced grain rates in 1925. Then in 1926 the revenue came up to $950,000, culminating in the big advance during 1927 to $1,336,598, or an increase in gross revenue of $400,000.

EFFECT OF GROWTH IN SETTLEMENT

Disposing of the argument that the roads should be disposed of before the advent of poor crop years, the Premier had been struck with the amount of new breaking in the north, and said the increased acreage would more than offset poor years. New settlers had gone in there in large numbers. The possibilities were bright with regard to the far north as well as the southern portion of the territory. He detailed steps being taken to facilitate settlement, through co-operation with the Dominion.

The revenues of the A. & G.W. were also dealt with. There had been a steady gain. In 1924 revenue was $248,000; in 1925 $262,000; 1926, $297,000; and in 1927, $315,000. *His opinion was that the A. and G.W. was of more potential value than the E.D. and B.C.* because the latter would have traffic more or less restricted to grain, while timber, minerals and pulpwood, together with the tar sands would produce higher revenues. In addition to American interests in the latter venture, there had just left England the representative of one of the great financial concerns whose sole object was to investigate the potential resources of this area. *The Premier was sure that more progress would be made in the near future, than their highest anticipations had expected to take place in a decade.*

This year the Government had had an operating surplus of $339,000 as opposed to an operating deficit last year on the E.D. & B.C. If both railways were considered there had been a surplus of $270,000. The carryings of grain had been 7,180,000 bushels as opposed to 3,678,000 the previous year. This foreshadowed a steady advance.

What did the offers mean? The joint offer was the assumption of interest on the $9,420,000 debenture stock, which would mean an annual payment of $338,500. In 1930 the railways would begin to pay the interest on the $8,000,000 capital stock at the rate of one million per year for ten years, the principal to be taken up at the end of that term. This would mean that while the Companies would be paying the sum of $338,500, the Government would still have to assume the interest on the capital stock amounting to $585,320 until 1930, after which it would be reduced by the amounts assumed by the Companies. *What position would the Province be left in by abandoning a railway showing an operating surplus of $270,000 per annum with a potential increase for the doubtful benefit of escaping interest charges amounting to $338,500?*

WHY GIVE UP FOR DOUBTFUL BENEFIT?

The Premier was confident, from the figures of the Railway Department, whose figures in the past had been absolutely reliable, that 1928 will witness a much larger surplus. If that were so, why should the people of the Province give up a birthright with such great potentialities? The Premier did not feel that they were justified in giving up an asset which was so valuable as to come within $100,000 of meeting all charges this year, and then in spite of any greater surplus in future years still be responsible for $40,000 per year after 1930. If the Peace River did not prove to be a failure, the surplus should improve to the extent of $40,000 per year. In view of that, the spending of a sum like $50,000 or $100,000 for a few more years was nothing in view of the large amount of capital invested, and the prospects of the lines becoming self-supporting.

Of the $17,000,000 purchase, the interest on $8,000,000 was postponed, which on a 4 per cent basis boiled the offer down to around fifteen and a half millions. The A. & G.W. offer from the C.N.R. of $5,000,000 on a similar basis boiled down to a face value of $3,718,000, without relieving the treasury of the annual payments on certain portions of the stock. A wire from the C.N.R. made clear that at the end of the period the Company would assume the principal.

TERITABLE GOLD MINE TO THE C.N.R.

Could the railways afford to pay more? The C.N.R. were receiving traffic in and out on these lines amounting to $1,457,718 gross. In trying to compute what that would mean on the long haul, the Premier characterized it as a very substantial profit. *It had been said on good authority that it had been a veritable gold mine to the C.N.R.* The Premier had always contended that potentialities should not be considered on the basis of the short haul only, but from the basis of the general profit of the transcontinental.

The Premier analysed the advantages and disadvantages of the joint offer. It might be said that the purchase price would be more easily met; any annual loss could be more easily absorbed; development could be more rapid; and the coast outlet more feasible. On the other hand there was the liability of inharmony between the two executives, and the danger of disagreement with regard to the route to the coast. He was ready to explore but at present failed to see sufficiently distinct advantage from joint ownership. If the desire were to eliminate competition between the big companies, public opinion would shatter the idea. At the same time, if the Province retained the road, programmes of extensions would have to be faced, as well as the question of the coast outlet.

In view of the fact that other services such as health, roads, social activities, created increasing capital requirements if progress was to continue, the situation would have to be considered from that angle as well. He sincerely regretted having to make cuts from year to year in the appropriations for such services. The Government was prepared to continue operations for a further period before writing off any amount as a total loss for all time.

In view of continued operation, an extra train per week would be put into operation in the Peace River. The Premier then made a great appeal for

unity, having spoken for nearly an hour and a half.

A. A. McGillivray adjourned the debate, and the Assembly went on with the consideration of bills, a review of which will follow as an article.

McGillivray Moves Amendment to Govt. Railway Resolution

Proposes Independent Valuation—Hugh Allen Sets Forth Peace River Views

THURSDAY'S SITTING

EDMONTON, Feb. 16.—The peerless leader of the peerless party swung into action under the conflicting impulse of heart and head, on the railway question this afternoon. Clearly the heart wanted to leap the intervening space, grasp the Premier by the hand, trip together the light fantastic to the tune of "united we stand, divided we fall," but the head, bless it, wanted to stray once more in the byepaths of suspicion, held in check only by intensive effort. The Government, Mr. McGillivray contended, had credited themselves with reconditioning costs amounting to $405,836 in order to show a surplus on both roads of $293,-833.83, when these really should have shown a deficit of $112,033. Such may be bookkeeping but—is it good railway business, said he, dramatically. Reconditioning costs were in reality deferred maintenance charges, occasioned because of the neglect to apply portions of the revenues from year to year for that purpose.

Hugh Allen (U.F.A.), Peace River, who was debating when the Speaker vacated the chair at six, pointed out that had these monies not been spent as and when they were the tremendous quantities of grain moved last year would never have left the Peace River. P. M. Christophers, (Labor), Rocky Mountain, suggested that as the lines had been for a number of years in the hands of the C.P.R. there must have been some laxity on the part of that company if such heavy expenditures were found necessary.

DUGGAN AS FINANCIAL CRITIC

D. M. Duggan, (Cons.), Edmonton, is a financial critic of no mean ability, and his analysis of the situation was productive of considerable crossfire from both the Government and the Liberal benches. Sell! sell!! sell!!! was the burden of his message, and he made figures hop around like marionettes to prove how much would be gained by that course of action. Even if it were necessary to accept 70.4 per cent. of the physical value, sell! sell! sell!

Hugh Allen resumed the debate at the evening sitting, followed by Joseph T. Shaw, (Liberal leader), Fred White, (Labor) Calgary, and L. A. Giroux, (Lib.) Grouard. Apart from the manipulation of figures by some of the debaters in the attempt to prove one contention or another, nothing was added to the analysis of the Premier the day previous, except in minor matters, and the suggestion that the Government should operate for a definite time, say five years, advanced by Fred J. White. Mr. McGillivray, in order to show the universe his position on the railway question, and in order to have the Province deal with the companies more satisfactorily, held out for the appointment of an independent commission whose duty it would be to place a physical valuation on the road. In doing so he made a slashing attack on the integrity of the Deputy Minister, who had acted as valuator and had drawn up the Government's replacement inventory. This had been influenced by the desire to retain his position, asserted Mr. McGillivray, and the figure had therefore been placed above its actual value. Jos. T. Shaw took the leader into camp in a spirited defence of the motives of the Deputy Minister, to the accompaniment of loud applause from Farmer, Liberal and Labor benches.

AMENDMENT TO DEFER ACTION DEFEATED

An amendment to the resolution, the spirit of which was to neither accept nor reject, but appoint an independent commission, to determine the physical value of the road so as to be in a position to barter, was moved by A. A. McGillivray, and turned down by the Assembly. The balance of the Assembly voted in a solid block while only the Conservatives stood for it.

Blue ruin, don't figure that other years will approximate 1927 as a year of record production, and other disheartening suggestions were the basis of the Conservative contribution to the debate. All other speakers were more optimistic. The Premier adjourned the debate in order to analyse Mr. Duggan's figures, which were very confusing, even to the Conservative gentleman himself at times. He meant well, though.

ALLEN GIVES INSIDE INFORMATION

Mr. Allen made a contribution to the debate that was worth while. As an ardent Peace Riverite he gave inside information on points which were important apart from the bare consideration of price. Humorously he countered Mr. Duggan's assertion that there was nothing or would be nothing to entice people into the Peace River which had not been there during the last three years, by pointing to the fact that "they were going in."

Mr. Allen claimed that all rates other than grain were higher than in any other part of the Province, and the rates under any system would have to be a feature of negotiation. He also claimed that development in the future was of equal importance with price. The low crop years mentioned by D. M. Duggan were the result of the deflationary period, the low prices, the discouragement of settlers, notably those located by the S.S.R. on high priced land, and these factors were responsible along with a Province-wide drouth for the reduction of the yield from three and a half millions to three-quarters of a million bushels.

"NEW PROVINCE" IDEA PUBLICITY STUNT

Mr. Allen said the endeavors of Edmonton public bodies to sway the Government toward a certain policy, had had a reaction in the country, of rather a hostile nature, and he ridiculed the "New Province" idea which had arisen out of the railway situation as more of a publicity stunt than any desire on the part of the people of the Peace. He was sure that it never was a live issue with the people of the north who were fully cognisant of the hard road which the Province had to hoe and were decidedly of the opinion that they had been fairly treated by this Government under the circumstances prevailing. As there had been a great deal of talk about "selecting" incoming residents Peace River was singularly fortunate in the quality of its new settlers due perhaps in great measure to the fact that people were flocking in from other parts of the Province itself. Whether the great influx was due to the labors of Herman Trelle or the heavy yields of recent years he did not know. He did know that the influx was on so that's that. There would be a lack of temporary accommodation though there would be no scarcity of suitable locations. Vast expenditure would be necessary to supply roads, telephones and other services, and that fact would also have to be borne in mind when deciding the railway problem.

Mr. Allen pointed out that the original survey of the Grand Trunk and Canadian Northern had been pushed through to the coast and people had been drawn into the Peace on the assumption that the roads would go all the way. The Federal Government owed the people of that area a debt on account of that, and the logical way to pay that debt was to push the Canadian National through. There had been a determined attempt on the part of a section of the press to link up the P.G.E. with the Peace River. Such a step would be disastrous to the Peace as the southern end of the P.G.E. could give absolutely no service to the people of this Province. He thought the appeals had been made with the intention of attaching some value to the P.G.E. rather than to providing service to the Peace River district. The spending of some thirteen millions by the Federal Government would, he thought, link up the district with the C.N.R. to Prince Rupert and Vancouver. Both Mr. Meighen and Mr. Mackenzie King had given assurance that this would be attempted, and Mr. Allen preferred to take their word at its face value.

COMPLIMENT TO THE DEPARTMENT

Mr. Allen paid a compliment to the Department's handling of the northern

(Continued on page 10)

DISCUSSES RAILWAY ISSUE

HUGH ALLEN

News from Alberta Wheat Pool Head Office

Information for Members and Locals Issued by the Department of Education and Publicity of the Alberta Wheat Pool.

If You're For the Wheat Pool, Sign a Second Series Contract

A Few Good Reasons Why Every Farmer Who Recognizes Value of Pool System Should Sign Contract Without Delay

Radio Address by Mr. R. N. Mangles, Superintendent Growers' Accounts Department of the Alberta Wheat Pool, February 16th, 1928.

I would like to discuss, this evening, an attitude which has developed among certain Wheat Pool members in regard to signing the Second Series Contract. We are sometimes told, "Oh, there is lots of time yet." Or it is, "My present contract has not expired yet, why should I sign another one?" In other words, and to put it as stated by the Grain Trade, "Why the Hurry?"

> Every contract signed and every bushel of wheat delivered to the Wheat Pool helps to build up an association organized for service, while every bushel delivered to the Grain Trade helps to perpetuate a system based on profit in wheat trading. If you think there is no hurry, if you wish to hesitate longer, you are simply inviting more education along the lines of 70c wheat, and don't forget that in the past millions of bushels have been bought at that price by the Grain Trade. —*R. N. Mangles.*

Four Good Reasons

There are a number of reasons why farmers should sign the Second Series Pool Contract and—sign it now. Here are some of them:

1. So as to insure continuity of the bargaining strength already developed for the sale of our wheat in the markets of the world.

2. So that the Pool Board of Directors will have assurance that a sufficient acreage has been contracted for to warrant them carrying on for another five years.

3. Because it takes a long time to sign up 40,000 farmers. Let's all be ready to pool our wheat on August 1st next.

4. Because no farmer should be unwilling, at any time, to take a step towards helping himself. The Grain Trade have helped themselves to nice fat profits for years out of trading in the farmer's product. Is it not time the farmer sold his own product and eliminated this unnecessary middleman?

A Narrow Attitude

It takes all kinds of people to make up a crowd of 40,000. Undoubtedly, among those who signed the first series contract there are some who are waiting to see if there is going to be a Pool without them, that is—they want the Pool to keep operating but would like to keep themselves out and pick off some of the supposedly high prices, which the Grain Trade offer. This is an extremely narrow attitude, born of selfishness, and would have but one result if all farmers took the same ground—there would be no Pool. Moreover, it should not be forgotten that according to the daily offers of the Grain Trade at country elevator points during the 1926 crop season, *three bushels out of every four bushels were purchased from non-Pool farmers at a price which was less than the Pool's final selling price.*

The Alternatives

It is high time that Pool members who have not yet renewed their contracts gave the matter serious consideration. In the first place, have you faith in yourself and your fellow farmers? Do you believe that farmers can develop their own selling organization and operate it efficiently? Do you believe that the Pool has developed bargaining strength in the markets of the world? If you do, then "Why the Hurry"? is no reason why you should not immediately sign your second series contract. On the other hand, if you have no faith in yourself and your fellow farmer; if you do not believe that the Pool has attained any bargaining strength; if you wish to stay out in the hope that the Grain Trade may offer you more for your wheat than Pool members will receive through their own organization, then you will not sign the Pool contract, but—don't give "Why the Hurry" as the reason. Make no mistake about it—there are but two ways in so far as the Pool is concerned, you are either for it or against it. Every contract signed and every bushel of wheat delivered to the Pool helps to build up an association organized for service, while every bushel of wheat delivered to the Grain Trade helps to perpetuate a system based on profit in wheat trading. If you don't want a system which uses the economic exigencies of the farmer as a lever to purchase his wheat at bargain prices—sign the Wheat Pool contract and DO IT NOW! If you think there is no hurry, if you wish to hesitate longer, you are simply inviting more education along the lines of 70 cent wheat, and don't forget that in the past, millions of bushels have been bought at that price by the Grain Trade.

A Leaky System

The Canadian Pool is now handling its fourth crop. In Alberta those who do not renew their contracts will soon have the opportunity of again taking their wheat to the Grain Trade and asking "How much will you give me for it?" Every farmer who does this is doing his darnedest to break the price of wheat and drive it down to a level where it pays to sell it for stock feed purposes rather than human consumption. The Wheat Pool is an organization of wheat producers, it is owned and controlled by them. It belongs to the farmer just as much as do the stock and implements on his farm and it is just as important. Farmers don't haul wheat in leaky wagon boxes so that they lose half of it before they reach the elevator, at least they don't do it knowingly, so why use a leaky selling system after it leaves the wagon box? A system which allows nearly half the value of the wheat to leak away from the producer before it reaches the consumer is not of much use to the producer, yet that is what was happening previous to the existence of the Pool.

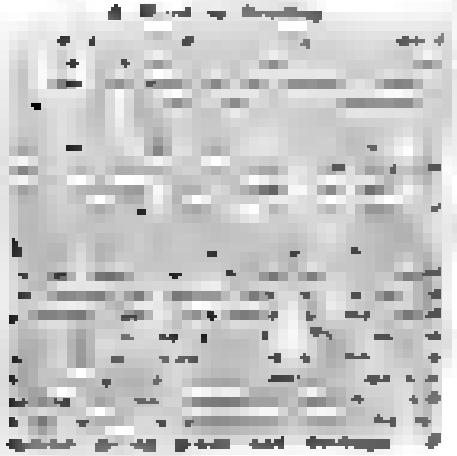
False Security

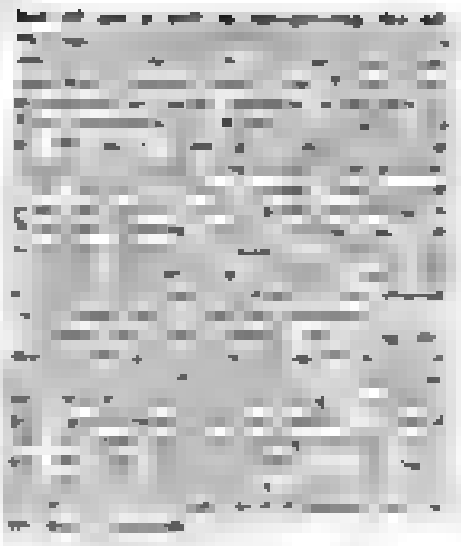
Wheat Pool members who have not yet renewed their contracts and farmers who have not yet signed the contract should not allow the prices we have had for wheat during the last four years lull them into a sleep of false security. The

R. N. MANGLES

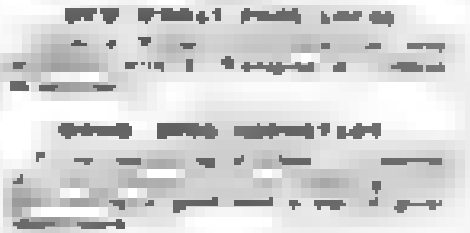
R. N. Mangles is superintendent of growers' accounts in the Alberta Wheat Pool organization. He was born at Carlisle in Cumberland County, England, and entered the banking business with the London & Midland Bank at Leeds in 1900. Twenty-two years ago he came to Canada and served with the Bank of British North America at Brantford, Toronto and Campbellford. On April 10, 1910, he came west and homesteaded near Youngstown, Alberta. At that time his nearest railway point was Castor, 75 miles distant.

Mr. Mangles took an active part in U.F.A. affairs, joining the Youngstown Local in 1912, and being secretary of the Local for five years. He was manager of the U.F.A. Co-operative Store for five years, secretary of Sounding Creek Municipal District for three years and director for the Medicine Hat constituency U.F.A. During the drive for contracts when the Wheat Pool was in process of formation, the Youngstown district was exceptionally well organized. As head of the organization, Mr. Mangles turned in more contracts than any one man in Alberta. He was elected Wheat Pool director for North Calgary in the autumn of 1923. A year later he resigned to take the post of superintendent of the growers' department.





Final Elevator Earnings



to run the high school for a year, and the cost would be apportioned among the several districts in proportion to their assessment, the board hiring a teacher and carrying on.

"There are about ten such organizations at the present time, a number of districts still enquiring about it," Mr. Baker continued. The rate of taxation if you have five ordinary school districts organized works out at about $5.00 a quarter. I believe the rural high schools now in operation are giving good satisfaction. Two have been in operation for a number of years, at Irma and Fleet. The other rural high schools are of more recent origin. I think the scheme is a fairly workable one; it perhaps could be modified to make it possible for a town or village district to work with one or two neighboring rural districts. Possibly there should be some modification of the way the burden is distributed as between the village and rural districts; possibly to distribute the cost on the basis of the number of pupils might be an improvement in regard to that point.

Answering questions from the delegates, Mr. Baker said that the money would be raised by bonds, the amount being divided between the two or more districts. The rural high schools would have the same curriculum as the city high schools.

BELIEVES CONSOLIDATION NOT THE SOLUTION

The Minister said that the rural high school "compares very well" with the consolidated school, quite satisfactorily so from a financial standpoint. The consolidated school was fairly costly on account of the furnishing of transportation. In the rural high school there was no provision for transportation, the cost being kept down by having the parents undertake that responsibility. When the pupils were old enough to attend high school, they were old enough to get about pretty well, so the cost was not put on the district.

Mr. Baker expressed the opinion that in view of severe winter weather, road difficulties, sparseness of settlement and so forth, consolidation was not a solution to our problems. He preferred to leave elementary education in the local school for these reasons. It was difficult to get the very young children over the distances. It was the policy of the Department to encourage the rural high school rather than consolidation at present. The Government grant for such a high school was $4.00 a day, and for 200 days the grant thus added $800 to the funds of the district. To get the full grant there must be an average attendance of fifteen pupils.

Reading a resolution from the U.F.W.A. Convention, Mrs. Barritt asked the Minister whether to provide a course of studies in the rural high school just the same as that of the urban high schools gave a satisfactory training for rural citizens.

Mr. Baker: "I doubt if there is anything adequate and sufficient in the training of our citizens for anything. The point is, should we have a different curriculum? Well, that is possible. It may be right. But the practical question is this: If our elementary schools have a certain curriculum we need to train teachers who are competent to teach that curriculum; then again there are standards for entrance to the university. Now our curriculum has been prepared and the curriculum committee has given us an opportunity of different courses. Normal school entrance; matriculation, which differs very slightly; commercial course; agricultural course; technical course, and a general course. That is all fine and it would be very fine if we could pick which one we liked; but is your school board financially able to provide all these courses?" It seemed that most parents wanted their children to have a course from which they could go to normal or the university.

At this point Mr. Scholefield read a telegram from Mr. Thrasher, Secretary of the United Farmers of Canada, Saskatchewan Section, explaining the views of that organization regarding affiliation.

RESOLUTION ON HOG GRADING

At the opening of the session on Friday afternoon, the convention adopted a resolution urging the Dominion Livestock Branch to undertake an immediate investigation "to determine the relation between the numbers of hogs which are now being graded as selects and the number of Wiltshire carcasses which are being graded out of the packing houses, and if, as is suspected, a wide discrepancy exists, an adjustment be made in the grading which will eliminate such discrepancy."

The preamble called attention to the existing widespread dissatisfaction with the hog grading system, and stated that the belief that there was a wide discrepancy between the number of hogs graded select bacon and the number of carcasses sold from the packing houses as Wiltshire sides, was borne out by experiments carried on by the College of Agriculture at Edmonton, "in which 175 hogs were graded alive by the Dominion swine grader, and the resulting carcasses afterwards graded by another Dominion grader, the result being that only 52.6 per cent of the hogs which yielded Wiltshire sides were graded as select bacon."

During the discussion, Mr. Freeborne, an official of the Dominion Livestock Branch, who was given the privilege of the floor, explained the work of the swine graders.

TAX ON LAND ADJACENT TO TELEPHONES

After a very full debate, the Convention adopted a resolution, moved by J. K. Sutherland, asking the Provincial Government "to have a small tax placed on all lands adjacent to existing lines, proceeds of said tax to be used to reduce the rates now in force."

Mr. Sutherland pointed out that the telephone raises the value of the property in the vicinity in which this service is used, and the chairman, Robert Gardiner, M.P., remarked that the plan had been adopted by Saskatchewan.

The resolution was supported by Mr. Reed, who said it would mean increased costs to himself, but that he believed that the man who reaped increased land values from the telephone should pay more taxes. Henry Young took a similar view, saying that the adoption of the plan would mean lower rates and more telephones.

Mr. Roose questioned whether reduction of rates by this means would be justifiable if it meant reduction for the cities, to which Mr. Flock replied that the city people would not expect a reduction under the circumstances.

Capt. McCrimmon, Craigmyle: "Our telephones are only of value to us when our neighbors have them too."

The Provincial Government was asked to furnish meteorological reports daily to the central telephone offices available to subscribers.

DOMINION OWNERSHIP OF RAILWAYS FAVORED

The Convention adopted the following resolution, as a substitute for a resolution from Handhills Provincial C.A., dealing with the same subject:

> Whereas, the numerous Feuds of today owe their existence to the fact that utilities owned and controlled by private interest do not function in the best interests of the public, and
>
> Whereas, the Provincial Government is endeavoring to dispose of the railroads now owned and controlled by the people of Alberta, and
>
> Whereas, we believe it will be more beneficial to the people to have these railroads remain under State ownership and control, than to allow them to pass into the possession and control of private interests;
>
> Therefore, be it resolved, that this Convention is in favor of the Dominion Government acquiring possession and control of all railroads owned by the Province of Alberta, and be it further resolved that we do urge our Federal representatives to do all they possibly can to have this desire carried out.

I. V. Macklin, speaking to the resolution, declared that the Provincial Government were not the proper authority to develop the Peace River outlet to the Pacific. He was proud of the courage shown by the Alberta Government in buying the lines, and of their handling of the problem; and did not urge that the lines should be sold except when good terms were obtainable.

D. M. Kennedy, M.P., stated that a final solution of the problem lay in the acquirement of the lines by the Canadian National or the Canadian Pacific, and he preferred the former, because as a nationally owned railway it was in the best position to give service. He favored the C.N.R. having the lines if they'd pay what they were worth.

CO-OPERATIVE MARKETING INSTITUTE

The Convention adopted the following submitted by the Central Board, and moved by J. K. Sutherland:

> Whereas, it is essential that an educational campaign be carried on for a considerable time in connection with co-operative marketing, and
>
> Whereas, to get the best results, the services of experts in this work should be obtained, and
>
> Whereas, to make this practical some form of Co-operative Institute should be formed;
>
> Therefore, be it resolved, that we request the Provincial Government to take steps towards the setting up of a Co-operative Institute.

The following, moved by Mr. Scholefield, in behalf of the Central Board, was adopted:

> Whereas, the present Workmen's Compensation Act does not allow of farmers coming within its scope, and
>
> Whereas, it is advisable that farmers be allowed the protection allowed by that Act if they so desire, and
>
> Whereas, it should be applied only to farmers coming in voluntarily;
>
> Therefore, be it resolved, that the Workmen's Compensation Act be so amended as to allow of farmers coming under the provisions of that Act by making personal application.

Mr. Scholefield remarked that the rates for farmers would be among the lowest, and pointed out that while it seemed to be to the advantage of farmers to adopt the plan, it would be for the individual himself to decide.

Mr. Young: "I'd certainly like to come in under the act."

RESOLUTION ON IMMIGRATION

A resolution urging "that greater care be taken in the selection, class, and number of immigrants sent to the West; and that immigration officials be responsible for them until proper arrangements be made for their necessary home life," was adopted, on motion of H. McKenzie.

The resolution, which originated in Lethbridge Federal C.A., indicated that immigrants had been misinformed regard-

ing the home life awaiting them and had become discouraged and returned to their homes with unsatisfactory reports of Canada.

Mr. Priestley pointed out that no criticism of any race was intended or implied in the resolution, and explained some of the difficulties which had arisen in certain districts.

WOULD EXTEND SCOPE DEBT ADJUSTMENT ACT

The following Board resolution was carried:

Whereas, having regard to the indebtedness of the farmers, and realizing that some means should be supplied through government channels whereby relief may be obtained, and

Whereas, the machinery set up by the Government commonly known as the Debt Adjustment Act, should be made available over the whole of the Province of Alberta by application, and

Whereas, the great expense imposed upon the farmer by reasons of debts, through the ordinary channels of legal procedure, is very costly:

Therefore be it resolved, that we request the Provincial Government to take the necessary steps at the next session of the Legislature to have the Debt Adjustment Act amended so as to be made applicable to the whole Province.

REDISTRIBUTION AND GROUP REPRESENTATION

A resolution originating in Craigmyle C.A., asking the Provincial Government, when redistributing constituencies, "to divide people and not districts, giving each class the right to nominate and elect their own representative to Parliament, thus eliminating the old party system and erecting a new system of representation," was moved by Henry Young, of Millet, and provoked a debate which, while brief, was one of the most interesting of the week.

Mr. Young, in opening the debate, said that the U.F.A. had long been in favor of group representation, and redistribution would provide an opportunity of making this system of representation effective. It would practically eliminate the old party system.

H. McKenzie opposed the resolution, which he regarded as impracticable, and C. H. Axelson, while on the whole favorable, said that it was defective in that it "does not make clear the division between the useful workers and the unnecessary non-workers."

J. K. Sutherland, in supporting the resolution, said that in carrying out the principle of group representation, the farmers had been successful in so far as their own class was concerned, but that in achieving co-operation with other groups there had been comparatively little success, except with organized labor. Organized labor had recognized the soundness of the principle of group organization and representation. The plan proposed in the resolution was simple, and while there might be some technical difficulties, these could be ironed out in the course of time. He would like to see the U.F.A. take a decided stand in this matter, he said, because in the past the organization had been noted for the clear-minded way in which it faced important issues, and hewed out new roads along new lines.

Stephen Lunn said that while all hoped for the day when group representation would be general, he was opposed to the resolution because it asked for the compulsory segregation of the voters into classes, and he was opposed to compulsion.

It was moved by John Egger that the resolution be amended by adding a recommendation that Provincial constituencies "be based on the same boundaries as the Federal constituencies; that three representatives be elected from each constituency; and that they be elected by the system of proportional representation," but there was no seconder for this amendment.

POSSIBILITY OF GROUP REPRESENTATION TODAY

President Wood believed that the possibility of the different classes voting their own ticket already existed. "We put our representatives in Edmonton to represent and speak for agriculture, and labor is doing the same thing," he said. "Another primary element of our people in Alberta is the urban interest, and we've been pleading with them to do the same thing, and they won't do it. There is nothing to hinder them from doing it. Of course they have one representative from Edmonton. I don't see that you can facilitate voting by industrial classes in Alberta much more. Labor might have a few more representatives and the farmers might have a few more. Some of the small towns might group and put in representatives, but I think you have let theory run away with you. You are theorizing about something that is already in practice."

John Glambeck said that in Bow River the wage workers had no alternative but to vote for farmers, while in other constituencies where labor was the stronger, farmers had no alternative but to vote for labor.

Mr. Young contended that representation was not being given to the towns some elements of which would always be unrepresented so long as the farmers voted together, since there was no provision for the towns to be represented in the nomination of candidates.

The resolution was lost.

FOR F.R. AND AGAINST REDUCTION OF SEATS

The Convention then adopted, by almost unanimous vote, a resolution "that the principle of proportional representation be followed in the redistribution of Provincial seats as far as possible, keeping in view the difficulties of introducing it in those parts of the Province where the population is widely scattered," and further recommending "that there is no advantage in radically reducing the total number of seats in a Province whose population is rapidly increasing and whose area is as large as that of Alberta." This was moved by Mr. Antonson and seconded by Mr. Fitch.

On motion of Mr. Sutherland, and after slight amendment, a resolution was adopted in final terms as follows:

Whereas, many country elevators are encouraging Pool contract signers to break their Pool agreements;

Therefore, be it resolved, that we ask the Provincial Government to enact such legislation (if within its power) as will make the buying of Pool wheat knowingly by line elevator agents subject to a heavy fine.

Following some discussion a resolution asking that the Dominion and the Province "encourage by legislation or otherwise," the use of the wide bench sleighs was lost. "If you want wide bench sleighs, why not buy them—there is no need for legislation," commented Mr. Lunn.

A resolution was carried to the effect that the Convention was "not in accord with the immigration policy of the Federal Government." As originally drafted this resolution also expressed opposition "to our Provincial Government spending money from the revenue to support an office and staff in London, England," but this was deleted on motion of Col. Robinson. Mr. McKenzie expressed the opinion that the London office had proved "one of the best assets Alberta has" and that this had been shown in Premier Brownlee's address.

DOMINION WEATHER BUREAU

The Convention also adopted the following:

Whereas, during the blizzard on December 6th a considerable amount of life was endangered and lost owing to its suddenness;

Therefore, be it resolved, that the Dominion Weather Bureau be requested to phone in advance so that people may be prepared and that to make it workable that we ask our Provincial Government to require all school trustees to install telephones wherever practical in school houses and provide a nominal rental for its use.

CIVIL AND MILITARY AVIATION

By an almost unanimous vote, the Convention adopted the following resolution, moved by Guy Johnson and seconded by C. H. Axelson:

Whereas, civil aviation in Canada appears to be on the eve of a period of rapid development which will profoundly affect the economic and social life of the urban and rural portions of the Dominion, and

Whereas, it is eminently desirable that this new mode of transportation shall be unhampered by any restrictions regarding organization or personnel which are not imposed in respect to other systems of transportation;

Therefore, be it resolved, that this Association urges that civil aviation be allowed to develop as a separate entity from the Canadian Air Force, under a Government Department separate from the Department of National Defence; and that pilots qualifying for commercial pilots' certificates shall be freed from the present obligation to enroll in the Canadian Air Force Reserve as a condition of their obtaining such certificates.

AMENDMENT OF EXEMPTION ACT

The following resolution from Bow River Federal C. A. was carried by a close vote, the chairman calling for a second show of hands before giving his decision:

Resolved, that we believe it to be in the interest of justice and harmony that the law known as The Exemptions Act should be revised, amended and brought down to date; we, therefore, urge that the matter be called to the attention of the Provincial Government with a request that the law be amended as follows:

Paragraph C be amended to read "Food for family of execution debtor during six months to a minimum value of $500.00 for a family of five and more in proportion to the size of the family."

Paragraph E: Eliminate the words "stubble and stubble and one breaking plow, one cross plow" and insert in place thereof the words "one walking, or one gang breaking plow, one walking stubble plow or one gang stubble plow."

Paragraph H be amended to substitute for the words "160 acres" the words "320 acres" and to be exempted also one automobile to the saleable value of $500.00 and that there will also be exempted one plane to the saleable value of $500.00

FARMERS' REPRESENTATION BEFORE TARIFF BOARD

On motion of Mr. Scholefield, who made a short statement on the matter, the following Board resolution was adopted:

Whereas, the Tariff Advisory Board was set up for the purpose of hearing all requests in connection with suggested changes in the tariff, and

Whereas, it is essential that they should receive the opinion of all parties affected by these suggested changes; and

Whereas, the manufacturers are so organized that they can be represented at these hearings;

Whereas, be it resolved, that we urge the Provincial Government to appoint some competent representative to look after the interests of the consumer at all hearings of the Tariff Advisory Board.

A resolution asking the Provincial Government to amend the Hail Insurance Act "in such a way that compensation for hail loss to soldier settlers be paid to the settler, and not to the Soldiers' Settlement Board," was tabled, on motion of Mr. Wheatley and Col. Robinson, who acted in behalf of the soldier settler delegates.

A resolution from the Pembina Provincial C.A., in the following terms, was moved by Mr. McKenzie:

Whereas, cases are taken by lawyers which have little or no real evidence to sustain them, and encouragement given to clients to proceed when the evidence does not warrant action being taken, evidently with the hope of securing such fees as clients may be in it for them, and

Whereas, defendants in such actions often incur large expenditures even when winning the case with costs;

Be it resolved, that we request the Law Society under the power vested in it by the Province to investigate any such cases as may be brought to its notice with the object of disciplining any members found guilty of such unprofessional conduct.

On motion of James Wiley, the words "judges and attorney generals" were inserted after the word "Lawyers" in the first line; the words "law society" were eliminated, and the word "government" substituted, and the words "by the Province" in the last clause were deleted, and the resolution as amended was adopted.

Mr. Wiley made certain statements to the Convention of a personal nature and a motion by Mr. McKenzie that investigation be made into Mr. Wiley's case by the U.F.A. Executive and U.F.A. legal department was carried.

DEVELOPMENT OF SPRAY LAKES

The following resolution from Gleichen Provincial C.A. was adopted:

In view of the growing importance of Hydro Electric water power development throughout the Dominion of Canada and the world; and further, as it is becoming impossible that, if we are to attract and keep our share of immigrants and retain at home our native sons and daughters, we must do something at once to encourage industrial as well as agricultural development and as nothing attracts manufacturing more than cheap power;

Therefore, be it resolved, that we urge our Provincial and Dominion Members of Parliament respectively, that they earnestly strive to bring about a co-operative scheme for the immediate starting of the development of the Spray Lakes project.

The Convention asked the Provincial Government "to enact legislation whereby municipalities may create pure bred sire areas for the improvement of live-stock breeding."

The Convention adopted votes of thanks on motion of Mr. Lunn, to "the Rev. H. W. Avison, the church authorities, the city Council, the restaurant and hotel keepers, the Calgary Board of Trade, the ladies and gentlemen that took part in the musical entertainments, the Palliser hotel, the press, the Calgary Herald and Albertan broadcasting facilities, Union Tractor Co., for the valuable assistance that they have given in making our Convention a success."

On motion of E. G. Young, a hearty vote of thanks was tendered to the officers and staff "for their assistance in the work of the Convention," and the Convention adjourned at 11 p.m. with the singing of "God Save the King."

Robb Budget Shows $54,815,000 Surplus

An estimated surplus of $54,815,000 for the year ending March 31st next was announced by Hon. J. A. Robb when he presented his budget to the House of Commons of February 18th. The estimated revenue was given as $419,480,000 and the estimated expenditure as $364,665,000. Of the surplus, $38,815,000 will be devoted to debt reduction, and the balance, $16,000,000 will be absorbed by the writing down of soldier land settlement loans.

Taxes will be reduced by $19,000,000 in the coming year, according to Mr. Robb's estimate.

Income Tax Reduced

The new budget provides for a ten per cent reduction in personal income tax. $500 exemption will be allowed for mentally or physically incapacitated dependents over 21 years of age. The income tax rate on corporations is reduced to 8 per cent.

Sales Tax Three Per Cent

The sales tax is cut from four to three per cent, a 25 per cent reduction.

Reductions in Tariff

There is a reduction in a large number of household cottons, and on cotton yarns. The British preference has been widened.

On woolens there is also a reduction, except for the more expensive lines of underwear, socks, stockings. Yarns for weaving are free, and the preferential duty is reduced on woolens imported for dyeing and finishing. The British preferential rate has been reduced on the finer grades of linens.

The British preferential duty on textile machinery has been reduced from 10 to free; the intermediate duty from 10 to 5.

There are reductions also in the duty on press blankets, flake calcium chloride for road treating, preparations for disinfecting, parts for fishing boats. Crude petroleum is free until July 1, 1931, and nickel chromium for making electric resistance wire is free.

Drawbacks

A drawback of 60 per cent is provided on material for manufacturing certain goods when at least 95 per cent of the production cost is incurred in Canada; 99 per cent on bituminous coal for melting or evaporating salt; 80 per cent on certain sorts of magazine paper; 50 per cent on materials used in making aeroplane engines. After July 1, there will be no drawback on this latter class unless at least 60 per cent of production costs are incurred in Canada. The present duty on aeroplane engines is extended until July 1, 1930.

CHANGES IN THE DATES OF SOME ACADIA MEETINGS

To the U.F.A. and Wheat Pool members in the district of Aunger and Scollard in the Federal Constituency of Acadia: I regret very much that owing to Executive meetings I will be unable to hold the two meetings as advertised in recent issue of the *U.F.A.* So for the time being they will have to be cancelled, but I will make it a point to hold those two meetings early in the summer.

To the U.F.A. and Wheat Pool members in the vicinity of Surgeon Hill School: The meeting advertised for Friday, March the 23rd, will have to be held on Thursday, March 22nd at 8 p.m.

Yours fraternally,
JOHN K. SUTHERLAND,
U.F.A. Director, Acadia.

STOCKING PHEASANTS

As a sequel to the tremendous success which has attended the stocking of the Calgary district with Hungarian partridge in 1907-1908, a number of sportsmen interested in that effort, now comprising the Calgary Fish and Game Association, are bringing in 1,000 pheasants to be set out in the same district this year. The birds are being delivered in Calgary when 12 weeks old as they are hardy then and will do well, barring the depredations of crows, magpies, coyotes, the suppression of which the Calgary association is keenly interested in. They are costing the association $5.00 a pair.

Some of the U.F.A. Locals have expressed their warm sympathy with respect to stocking pheasants, recognizing that the pheasant as well as the Hungarian partridge are valuable birds, because of their inroads on weed seed and insect pests. They are also helping to organize an Alberta Fish and Game Association which has the support of Premier Brownlee and Benj. Lawton, Chief Game Commissioner. The U.F.A. Locals that are interested are invited to communicate with the Calgary Fish and Game Association.

MORE LIGHTS ON RAILWAY DEBATE

(Continued from page 6)

In 1927, 72,334 automobile licenses were issued, some of which were for things which had a wheel base of less than 100 inches. The gross gain to the Province can not be computed, but the net gain to the Treasury of the Province was $1,319,482.50, or an increase of $166,-356.66 over the year previous.

Three hundred and eight new companies were floated last year, not including some registrations under the Societies Act, the Co-operative Associations Act, and the Co-operative Marketing Act. The new incorporations have an aggregate capitalization of $31,919,170.00, which if it were paid up would be a lot of money. Peddlers and auctioneers, like the aborigines, seem to be dying out as there was a decrease last year over the year before of $1,228.25 from licenses. Gasoline taxes netted $691,311.81 as compared with $423,777.96 in 1926.

Under the head of Corporations' Taxes, increases of revenue were received from elevator companies, express companies, insurance companies, power companies, telegraph companies and trust companies, while there were decreases in the amount, received through the taxation of banks, land companies and loan companies, although the decreases were very small. The total received through the medium of the Corporations' tax was $554,732.29, as compared with $524,781.84 in 1926, which would indicate that the Province is doing business almost on the level.

All of which is respectfully submitted.

LEGISLATURE

(Continued from page 9)

roads' question last year. That the spending of monies for reconditioning was more than justified, was illustrated by the fact that last year a full train of 65 cars of wheat with only one engine could be taken out of the Peace River district. Owing to the state of the road the year before, just prior to the Government's assumption of the road, only a train of eight or ten cars could proceed, and that, be it noted, requiring two engines to move it. The state of the culverts and bridges had been deplorable, and it had been a pleasant change to the people of the northern area to have these things altered.

That such monies had added to the physical value of the road was incontrovertible and the member thought it strange that an argument advancing the idea that the only basis of sale was that of actual physical value should also belittle or infer nasty motives to the spending of monies which increased tremendously the said physical value.

Mr. Allen disposed of the argument that the joint offer was the product of a desire for economy by saying that it was merely an attempt at settlement before the price went up higher, as it would undoubtedly do before long. The engineers of the two companies, he thought, had based their findings as to potential traffic on statistics which had been shown to be contrary to facts and were ridiculous. The trend of opinion in the north was toward the C.N.R. and this statement was corroborated by L. A. Giroux, as well as that of the demand that development of the north be a prime factor in settlement.

SHAW DEPLORES CONSERVATIVE PESSIMISM

Mr. Shaw deplored the lack of hope on the Conservative benches. Mr. Duggan, after having shown from figures the tremendous strides of progress in the north, had turned round to plead for stability in a world of continuous change. Like Allen and Giroux, the Liberal leader dilated on the future of the north. The invitation to get in or get out was rather inept, as the Province in his opinion, was already in to the neck, and that against their will. The question was—shall they stay in?

Branch lines could not function with the degree of success attainable by a through line, and for that reason Mr. Shaw agreed with the contention that the line should go to a transcontinental. He came out flat-footed for the C.N.R., ridiculed the idea of a commission, saying that Lord Birkenhead knew absolutely nothing about running a railway. Mr. McGillivray informed the honorable gentleman that he had said Lord Buckmaster. Well, Lord Buckmaster or no, the Liberal leader, on the advice of his colleague, George Webster, preferred the word of the Deputy Minister whose knowledge of the situation was born of long experience and whose integrity was unimpeachable to that of any cavalcade of experts accompanied by a cavalcade of lawyers.

The member touched on the necessity of expansion, the heavy charge for reconditioning due to the neglect of the road by the C.P.R.; the absolute necessity of a coast outlet, and the unreasonableness of the suggestion that this Government could bear the expense. The only true solution was to have the Dominion Government link the line up with the C.N.R. As the National was the people's railroad, it was natural to suppose that service would be the main principle rather than any pecuniary consideration, and the national would be more amenable to public opinion than any privately owned road.

SUSPICIOUS OF JOINT OFFER

Mr. Shaw was suspicious of the joint offer. It was, he thought, the outcome of "the counsel of despair" which Mr. Beatty had taken to very kindly because his Company had already been dispossessed of the road and this was an endeavor to get in on the ground floor once more. He knew the value of the road, and his officers were not blind. The offer was not inviting, however, and lacked the assurance that the coast outlet would be definitely undertaken within a stipulated period as had been contained in Sir Henry Thornton's last offer. He was sure there could be no harmony for any length of time between the two executives, and the C.P.R., because of its mobility would have the C.N.R., with its more cumbersome process on account of its being responsible to Parliament, at its mercy.

Mr. Shaw advised the Assembly not to be stampeded into taking any 75 per cent of the replacement value. That was altogether unreasonable. If the line were sold to the C.N.R. it would be absolutely necessary for the Dominion to relieve the Province of any responsibility for any difference. This was due in any case on account of the Province's sacrifice for the colonization of the territory. There should also be some figure for potential value. The time to deal with the Dominion was opportune, as the Dominion had expressed a desire to clean up the railway affairs of all the Provinces. He was going to vote against the amendment and in favor of the Government's resolution.

WHY THIS DETERMINATION TO SELL?

Mr. White also came out in favor of the C.N.R. He thought though that there should be no great haste to dispose of the road. Why was it that when a financial statement which for the first time in history showed a decided improvement in operation was presented, there had been such a determined effort on the part of certain members to dispose of the road right away. If the Government accepted such a futile suggestion as to sell for 75 per cent of the replacement value, he reminded the Assembly that the people would still have to carry the charges on the 24 per cent remaining. He thought it better to wait for some definite time, say five years, and he was confident that the increase would continue from year to year until it would be possible to realize 100 cents on the dollar. He commended the Government's clear-cut statement that if there were not going to be a satisfactory offer the Government was going to continue operations of the road.

Mr. White injected the customary labor slant to the debate in an appeal to the Government that in the event of continuance of the operation railway employees would always receive just and generous treatment.

Mr. Giroux followed up the remarks of Mr. Allen, and his speech was largely a replica of the north country representative. Development was a primary consideration.

Assembly Approves Railway Extensions, Peace River Country

Two Important Bills Pass Through Committee — Wembly-Ryths and Whitelaw-Waterhole

FRIDAY'S SITTING

EDMONTON, Feb. 17.—After the tension of yesterday, members felt more like sitting back and putting their feet on their desks in relaxation. Metaphorically speaking, they did this in committee of the whole all afternoon, and the halls which had re-echoed to the tornado of impassioned oratory were now hushed to the gentle zephyr of "Might I ask the Minister a question, Mr. Chairman?"

Two bills for railway extensions were put through committee. One is the Grande Prairie extension of the Edmonton, Dunvegan and B.C. Railway from Mile 65 in a general northwesterly direction for a distance of twenty-five miles. This calls for an expenditure of $735,000 for construction and $488,297.50 for maintenance, upkeep, improvement and equipment. The cost will be $29,400 per mile or thereabouts. The cost of the last building done by the Government had been around $27,000 per mile.

The line is known as the Wembley-Ryths extension.

The second bill was for a shorter extension, this time on the Central Canada Railway, from Whitelaw to Waterhole, some fifteen miles. The cost of this extension, will be—construction, $435,000 and for maintenance, improvement, upkeep and equipment, $117,632.50. The total amount for the two extensions is $1,775,930.50.

George Webster wanted to know if the grading would be contracted by tender, and the minister said yes, but that track laying would be done with their own crews and equipment. C. L. Gibbs asked if the contracts made provision for a fair wage clause. Mr. Webster said this came under the Dominion Department of labor and contracts were standardized and included such a clause. R. H. Parkyn wondered what was a fair wage, and C. L. Gibbs asked the Minister if the fair wage clause was responsible for the increased $2000 in the cost of construction. The Minister smilingly hoped so, to which Gibbs queried if that was a pious hope or a ministerial one?

[A number of other bills which were considered in committee will be described later.]

MEETING AT SCOLLARD

The Scollard Wheat Pool Local is planning a social evening to be held in the school house on March 9th at 7:30 p.m. There will be a speaker from the Alberta Wheat Pool office, and music, both vocal and instrumental, by local artists and the Young People's Orchestra under the leadership of public school principal, Mr. I. C. Birdsell. Members are requested to bring their wives or lady friends. Refreshments will be served—by the gentlemen—and a thoroughly enjoyable evening is anticipated.

He—When I was young, the doctors said that if I didn't stop smoking I would become feeble-minded.

She—Well, why didn't you stop?—*Extension Magazine.*

Printed for the United Farmers of Alberta at the office of the Alberta Job Press Limited, 310-8th Avenue East, Calgary, Alberta